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REMARKS

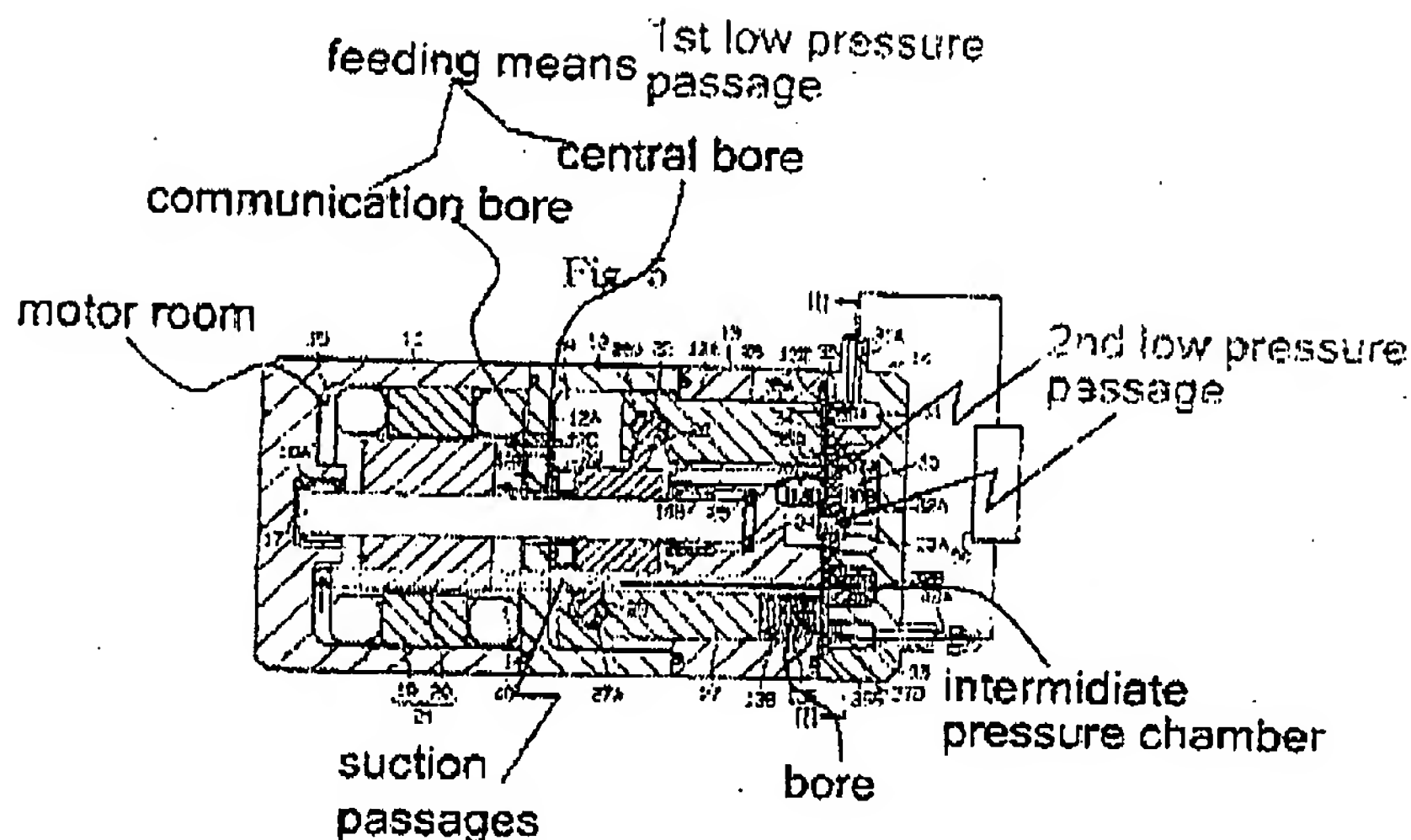
Entry of this amendment is respectfully requested prior to action on the merits.

It is not believed that any objections to the specification or claims, or the §112 rejections, apply to this application as amended.

Claims 12-19 were rejected under 35 U.S.C. §103(a) over Fujii and Yokomachi (D2). Claims 20 and 21 were rejected under the same statute over the foregoing combination further in view of Saito. Applicants respectfully traverse each of these rejections.

The object of D2 is to offer an electric type swash plate compressor which can efficiently cool down a motor room and a crank chamber. D2 is similar to the present invention in such a way that refrigerant of the crank chamber is supplied into the motor room since the motor room and the crank chamber communicate with each other and the refrigerant of the motor room is supplied into the bore since the motor room and the cylinder bore communicate with each other.

D2, however, shows a low cooling efficiency in the crank chamber and the motor room because after the refrigerant in the lower temperature and lower pressure of the intake port 31A flows into the cylinder bore, the refrigerant is first compressed and then supplied into the motor room and the crank chamber at a higher temperature (these processes are understood to be the first and second low pressure passages, respectively.)

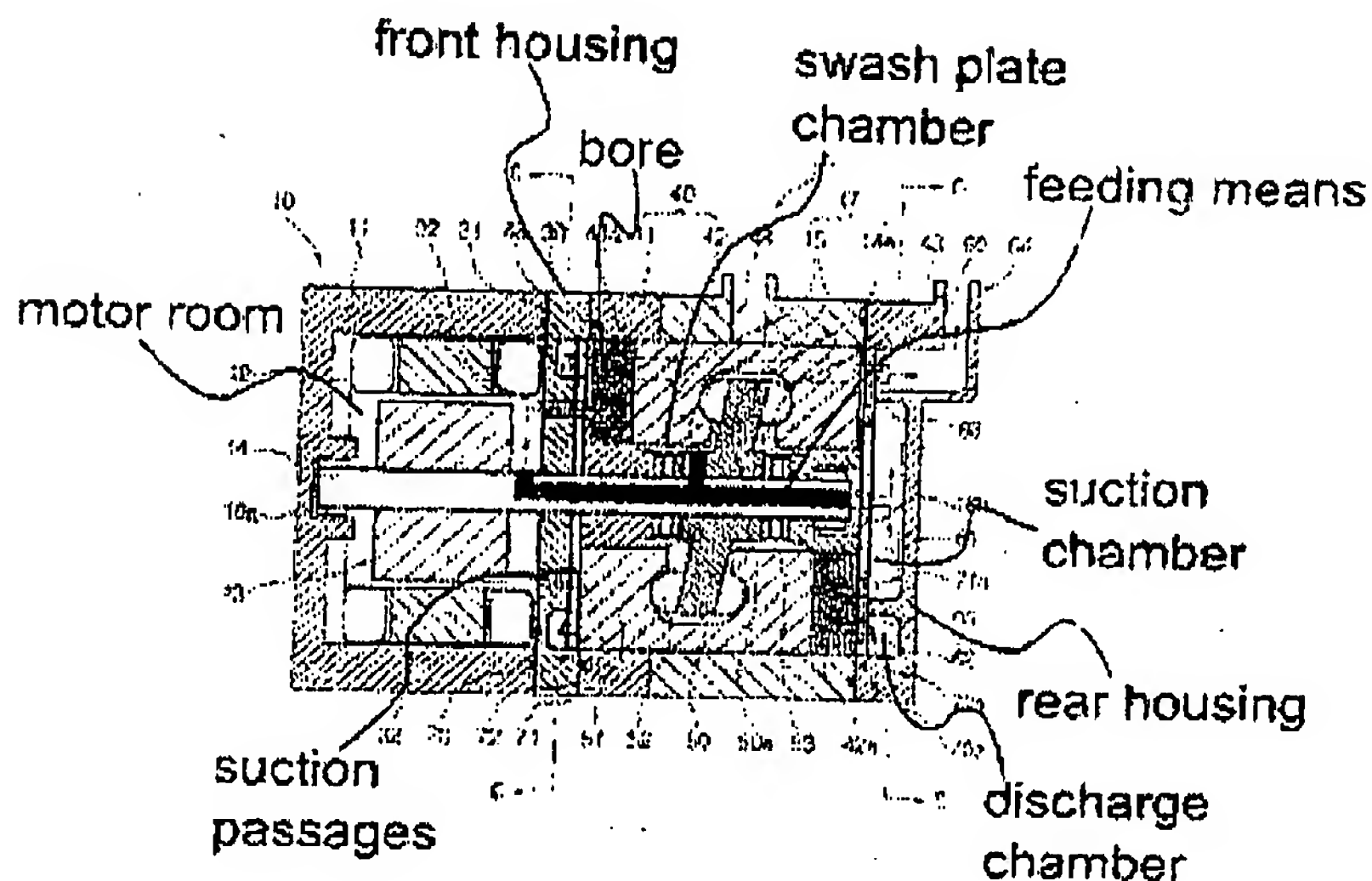


D2

Unlike D2, the present invention makes the swash plate chamber and the motor room efficiently cool down with the refrigerant in low temperature, since the refrigerant at the low temperature and low pressure of the suction chamber is supplied straight into the swash plate chamber and the motor room.

Although D2 discloses a similar structure to that of the present invention, it teaches to discharge the refrigerant of the crank chamber into the front and rear suction chamber. Therefore, it differs from the present invention in the technical features and effects.

The double head swash plate type motor driven compressor of the invention is in a structure that the refrigerant of the swash plate chamber 43 is supplied into the motor room to cool down the motor room, as shown in the following drawing.



Thus, the presently claimed invention has the following effects:

The motor driven compressor first introduces refrigerant into the swash plate and then feeds refrigerant into the motor room and the suction chamber of the rear housing so that the sliding components within the swash plate chamber are efficiently lubricated, in order to improve durability as well as cooling efficiency of the motor unit. This prevents performance degradation of the electric motor and improves the overall performance of the motor driven compressor.

Furthermore, the motor driven compressor of the presently claimed invention cools the motor unit by using only partial low temperature and pressure refrigerant and compresses refrigerant at front and rear sections to relatively prevent degradation in compression performance while enhancing cooling effect.

Unlike the prior single head swash plate type motor driven compressor, due to the compression at front and rear sections, the compressor according to the invention can have an excellent pressure pulsation reduction, the size of the compressor can be reduced while keeping its capacity, and the swash plate angle can be lessened which results in less load at high-speed rotation. Therefore, the present compressor results in increased durability.

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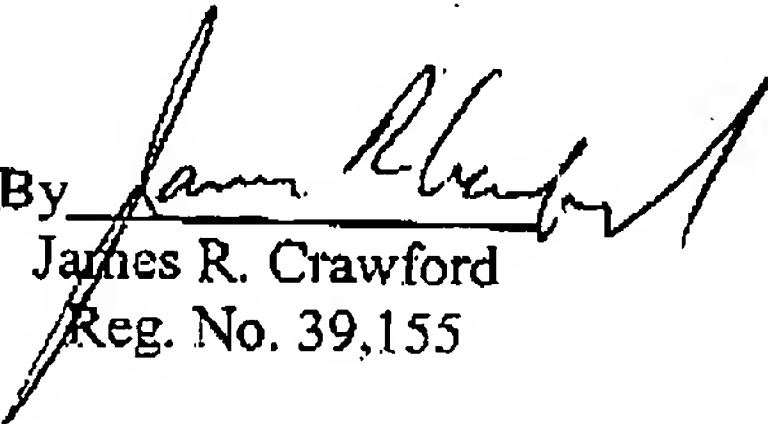
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In view of the foregoing, allowance is respectfully requested.

The Commissioner is hereby authorized to charge any deficiency in the fees filed, asserted to be filed or which should have been filed herewith (or with any paper hereafter filed in this application by this firm) to our Deposit Account No. 50-0624, under Order No. NY-TECHVIL-220-US. A duplicate copy of this paper is enclosed.

Respectfully submitted

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